



Electronic Yard Started

ERIE-LACKAWANNA MAGAZINE



**AUGUST-
SEPTEMBER
1961**

The President's Page



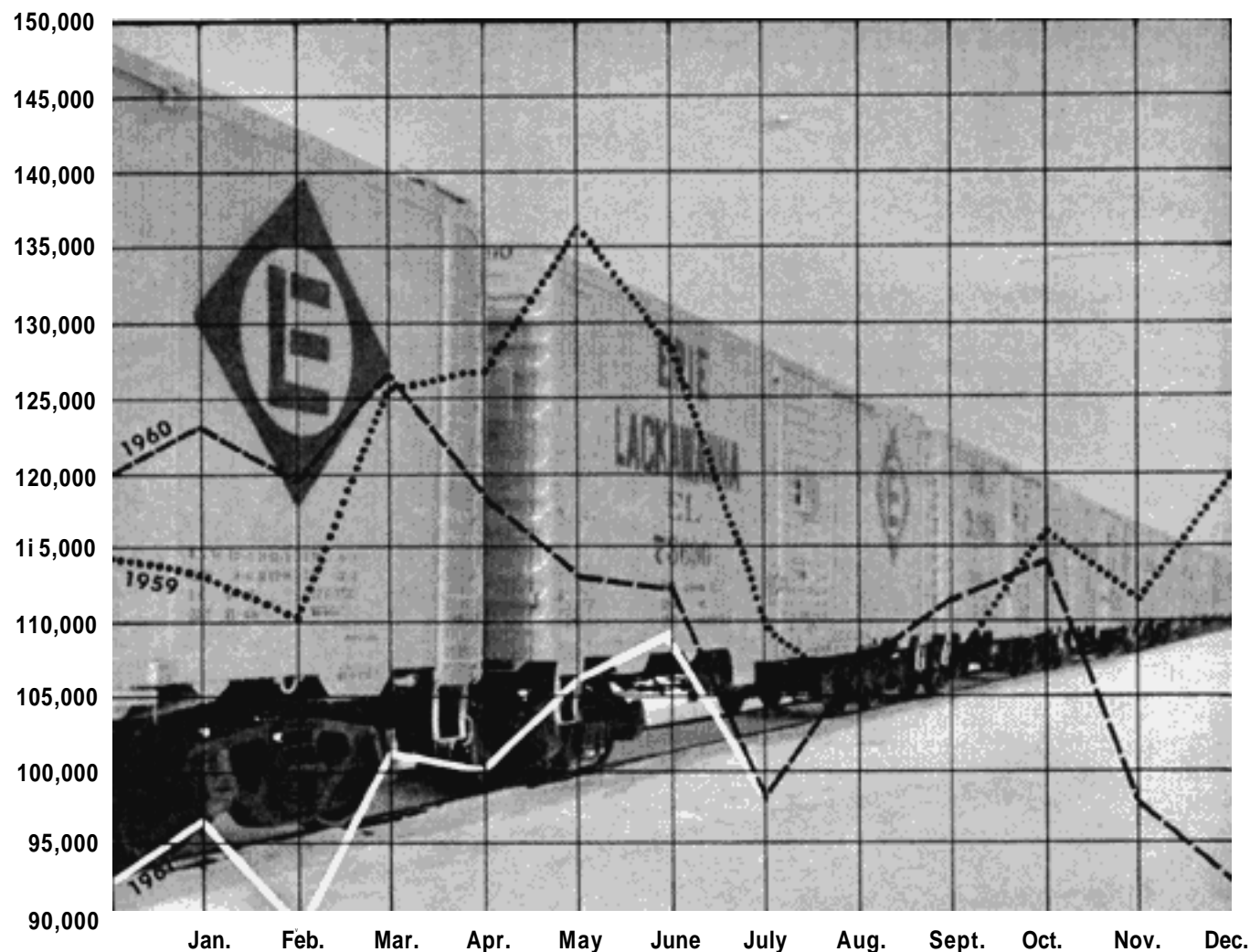
One of the President's most pleasant tasks is helping to honor veteran E-L employees. Here, Mr. McInnes rewards Mr. Alexander Weiss, Oldest Veteran in point of service, at the 1961 Veterans Outing.

Mr. Weiss retired in February, 1960, as Assistant to the General Freight Agent, New York City, after 52 years and 18 days of service to the Railroad.

THE fine attendance at the Erie-Lackawanna Veterans Association Picnic at Conneaut Lake in July was most reassuring. It indicated a growing feeling of "togetherness" on the part of our veteran employees.

The system officers and local chapter officers are to be congratulated for their efforts and accomplishment in the unification of the former Erie and D.L.&W. organizations of veterans.

The questions asked by many of those at the picnic showed a deep concern for the future welfare of the company. It is reassuring to report there are encouraging signs that the economy will progressively strengthen in the remaining months of this year. We certainly will share in the increased traffic that is generated. The extent to which we will share, however, depends on the combined efforts of all of us in doing the very best possible transportation job for our customers. Serving the customer must be our prime objective.



Freight Cars Loaded on the Erie and Received from Connecting Railroads

Dollar Figures at a Glance

	Amounts Received	Amounts Spent	Net Loss
Month of July			
1961	\$16,775,192	\$19,642,297	\$2,867,105
1960	16,459,216	20,050,817	3,591,601
Seven Months Ended July 31			
1961	120,669,294	140,534,837	19,865,543
1960	132,918,145	141,800,252	8,882,107

Erie-Lackawanna Railroad Magazine

August-September, 1961

Vol. 57, No. 4

Oldest Railroad Employee Magazine

THE COVER:

Bernard Dexter, Project Engineer, Alfred Gryceski, Resident Engineer, and Casper Vito, Work Equipment Foreman, are standing right where westbound freight trains will be leaving E-L's push-button classification yard in Buffalo when work on the vast project is completed late next year. For detailed story on the new electronic yard, see page 5.

August-September, 1961

George C. Frank Asst. to President

Bruce A. Wilson Associate Editor

John F. Long Photographer-Reporter

Distributed free of charge to Erie-Lackawanna Railroad employees and retired employees. To others, \$1.50 a year. Single copies, 20 cents. Material and photographs should be sent to editorial and business offices, 1327 Midland Building, Cleveland 15, Ohio.

Things to Talk About...

Backers contend that the LAKE ERIE-OHIO RIVER CANAL should be built because present transportation costs are too high. If this were a good reason for spending \$1 billion 130 million of the taxpayers' money, which the canal would cost to build, why not ask the government to build steel mills and automobile factories to bring down the cost of steel and autos? That, of course, would be socialism and contrary to free enterprise principles--just as building of the canal would be.

THE BERLIN CRISIS is raising questions as to the railroads' capacity to perform in wartime as they have been called upon to do so many times in the past. Excessive regulation and other inequitable government policies have been directly responsible for the severely depressed reserve capacity of the railroads at the present time. An attitude of complacency continues to exist on the part of our lawmakers, who seem to fail to recognize the seriousness of the situation. Yet while denying an application for a disaster loan of \$5½ million that sent the New Haven Railroad into bankruptcy, our government has shown great generosity toward the railroads of foreign countries.

The U.S. has provided more than \$1.2 billion of our taxpayers' money for loans and grants to foreign railroads since World War II. Just two weeks after the New Haven went bankrupt, the World Bank, of which the U.S. is the biggest shareholder, announced a loan equivalent to \$80 million to the Japanese National Railways to build a new line between Tokyo and Osaka. A few days later, the Export-Import Bank announced authorization of two loans totaling \$7 million to the government of Iran for the purchase of diesel locomotives and road-building equipment.

As J. Handly Wright, Vice President of the AAR, pointed out: "Here we have a government that sees railroads of such vital importance to other countries as to deserve billions of U.S. tax dollars, but can't shake off its lethargy to extend a simple equality of treatment to American railroads."

U.S. Railroads do not want gifts from the government--all they want is equality of treatment with other forms

of transportation and an opportunity to provide the progressive, efficient, low-cost service our economy needs in both peacetime and in time of war.

LAND GRANTS WERE NOT SUBSIDIES:

Spokesmen for other forms of transportation are continually trying to justify subsidies to their types of carriers by pointing to early land grants given to certain railroads. But let's look at the facts.

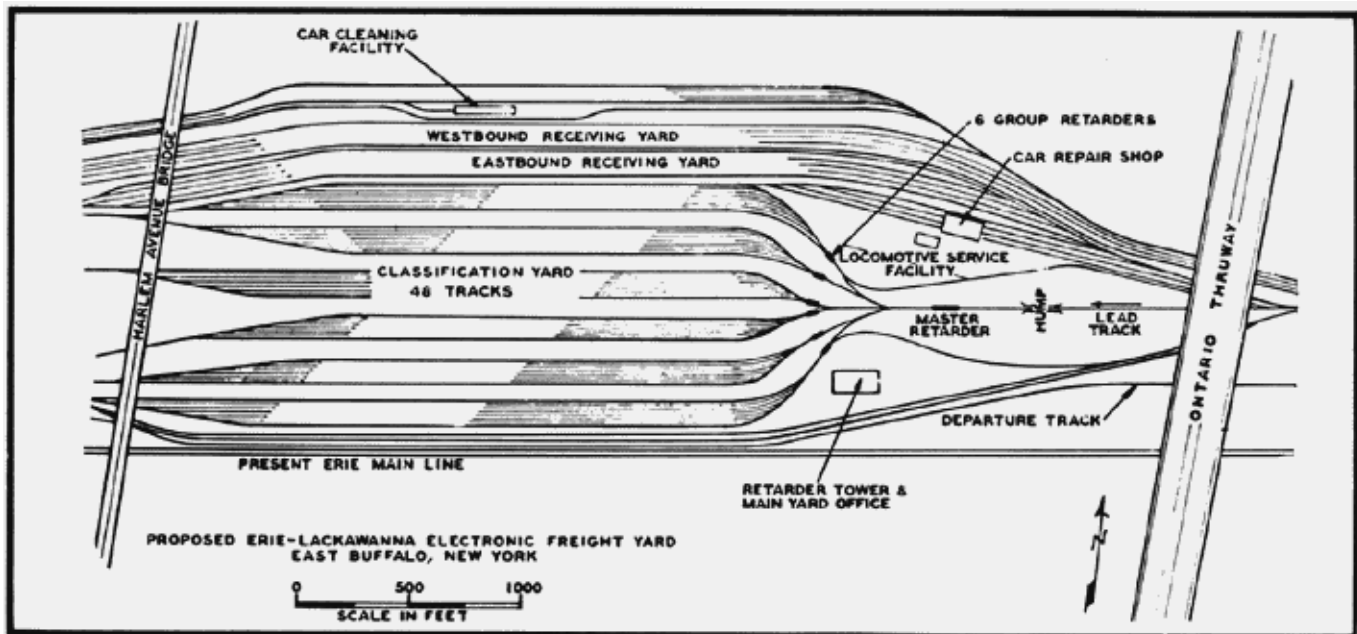
Beginning in 1850, the U.S. gave grants of alternate sections of land to certain western railroads to encourage them to extend their lines into the wilderness and help develop the western area of the country.

Of the present 220,000 miles of rail lines, land grants were a factor in the building of only about 10%. No federal land grant aid was involved in building the other 90%.

In return, the railroads were required to carry government traffic--freight, passenger, and mail-- at reduced rates. This arrangement was in effect for nearly a century. During that time, the government benefitted to the extent of \$1,250,000,000 in reduced rates, or about ten times the value of the land received--probably the shrewdest business deal ever made by our government, and certainly not a gift.

In contrast, highways, waterways, and airways are all provided and maintained by the government out of tax dollars with only a pittance coming back to the U.S. Treasury.

BITING THE HAND THAT FEEDS YOU: The inconsistencies which plague railroads are illustrated in two recent decisions of the I.C.C. The Commission classed 171 counties in nine western and mid-western states as drought-distressed areas eligible for reduced railroad rates on inbound shipments of livestock feed and hay. When the railroads sought to move grain out of the western farm belt at lower rates to compete with trucks and river barges, which do not file rates for hauling grain, the I.C.C. suspended the lower rates and prohibited the railroads from making them available to the farmers.



Buttons and Box Cars at Buffalo

ERIE-LACKAWANNA Railroad is taking another giant step forward in its merger plans with ground clearing and grading operations underway at Buffalo, for the construction of a \$7.5 million electronic "push-button" freight yard.

Target date for completion of the huge freight classification yard is December 31, 1962, but E-L engineers have been busy for over a year preparing the myriad plans which are necessary before actual construction can begin.

Funds for the project are available from a \$15 million loan obtained in June of this year. Milton G. McInnes, president, said that "Despite the depressed revenue situation due to the lower level of industrial production, we are proceeding with the electronic yard at this time in order to be ready to handle the anticipated traffic for the merged company as business continues to improve."

Right now all E-L freight in the Buffalo area is going through two yards--the old Erie yard, and the former Lackawanna yard. The new push-button freight yard will consolidate these handlings on the site of the Lackawanna yard. The

Erie yard in East Buffalo will be vacated land and may be made available for possible industrial sites.

A hallmark of Erie-Lackawanna progress, the new classification yard will be an electronic dream, with every facility planned for the fast, efficient, and safe handling of customers' shipments. The main body of the yard will have 72 tracks at its widest point, while the electronic classification yard will be 49 tracks wide. Here is the way it will work:

On the map you can see the Retarder Tower and Main Yard Office at the southeast corner of the classification yard. This four-story building will be the "nerves" of the system. The first floor will house the electronic equipment, communication and signal maintenance shops, and locker rooms for the crews. The second floor will be for offices and electronic ac-



RICHARD NORTHROP at the transit, James Thomas at the far end of the tape, and John Carney at the near end are a part of the team of experts who are necessary for the planning, design, and layout of the complex, \$7.5 million, electronic freight yard.

counting machines. The yardmaster and retarder operator will be located in a glass-enclosed tower on the third and fourth floors.

Diesel yard engines will shove the freight cars over a hump just east of the tower, where they will roll down a hill by gravity through a series of electronically-controlled

(Please turn to page 12)

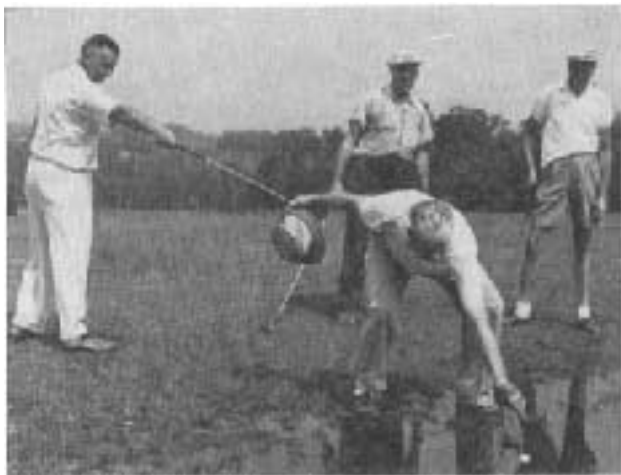


Joe Lucas has cause to smile



Niederhauser, Schoonmaker, Freeman, and Owens marie official score sheets,

9. but Elston Blair hasn't.



Carlson and Lucas Take Golf Trophies at Possum Run

Eighty-two E-L golfers met at the Possum Run Golf Club in Mansfield, Ohio, on July 29 and 30, and two of them, W. A. Carlson, Assistant Superintendent of Motive Power, Cleveland; and Joseph Lucas, Yard Conductor at Ferrona Yard, Sharon, Pa., carried trophies home with them as souvenirs of the day.

The committee of Schoonmaker, Berry, Neiderhauser, Freeman, and Owens, all of Marion, put together a fine tourney which brought out, among others, the father-son R. D. Hill duo from Akron (Dad had the better score, incidentally), and the oldest golfer entered, Harry Ellerman, retired, from Huntington, Indiana. Ellerman, 71 years young, banged out a neat net of 78.

Bill Carlson won the Low Net cup with a score of 69-1/2 using the Calloway system. Joe Lucas, who now has two legs on his trophy, walked off with the Low Gross cup for the second year with a tally of 70. Lucas will have his chance at permanent possession next year at Hornell.

(Please turn to page 13)



Sam Cleckner, Al Visca, and Ed Kale, all of Akron, and all smiling about somebody's score.

Not yet teed off!



H. W. Von Willer Retires as Board Chairman



WHEN Harry W. Von Willer retired as chairman of the board of the Erie-Lackawanna Railroad at the end of August, he faced one of the toughest tasks of his life--that of easing off on the throttle.

Throughout his distinguished career of 46 years in railroading, Mr. Von Willer was known as a hustler. One doesn't usually move up from clerk to president of the company by just sitting around.

From the day in 1926 when he first hit the streets as a commercial agent for the Erie Railroad in Indianapolis, he was rough on shoe leather because he believed business came to his company by being in the right place at the right

time. He not only secured business, but his personal popularity with industrial traffic managers increased because of his readiness to help work out their shipping problems.

As he moved up through the ranks of the Traffic Department, Mr. Von Willer soon became recognized for his aggressiveness in selling the services of the railroad. This "urge to sell" paid off when he was instrumental in bringing

the huge Ford assembly plant at Mahwah, N. J., and the General Motors stamping plant at Mansfield, O., to the tracks of the Erie Railroad.

One of the first to see the future possibilities of piggyback as a revenue producer, he nurtured this new phase on the Erie which now accounts for \$12 million a year in freight revenues.

Although he was a tough competitor, Mr. Von Willer won the admiration of others for his fairness. During his career, he was frequently called upon as an expert traffic witness on rate matters in behalf of the entire railroad industry in the United States.

Despite his many achievements in the past decade, he still found time to guide the many detailed negotiations leading to the merger between the Erie Railroad and the Delaware, Lackawanna and Western Railroad, which became effective last October.

Mr. Von Willer was elected as the first chairman of the board, president, and chief executive officer of the merged Erie-Lackawanna Railroad on October 17, 1960. However, the arduous tasks and worrisome details connected with unifying the two properties began to take their toll and brought on a slight set-back in his health. Within a month after the merger, he accepted the advice of his doctor and relinquished the positions of president and chief executive officer while retaining the post of board chairman.

Today, after passing his 65th birthday on Aug. 11, he intends to continue to work for the best interests of the Erie-Lackawanna Railroad as a member of the board of directors. His much-earned retirement will give him time to devote to his favorite hobbies--golf and fishing. But his greatest joy will be entertaining his first granddaughter, Elizabeth Lynn Taylor, who arrived this year. . . .



*Mr. McInnes honors youngest Vet.
Robert S. Dotson,
Salamanca, N. Y., re-
ceives" his gold watch.*



*Alexander Weiss, most
years active service;
and Edward Umlauf,
oldest Vet in age, show
their medals.*

PICNIC



The West tugged . . .



. . . but the East won, and then went on to win the baseball trophy.





PICS

The Huntington Band played . . .



And a goodly crowd was there.



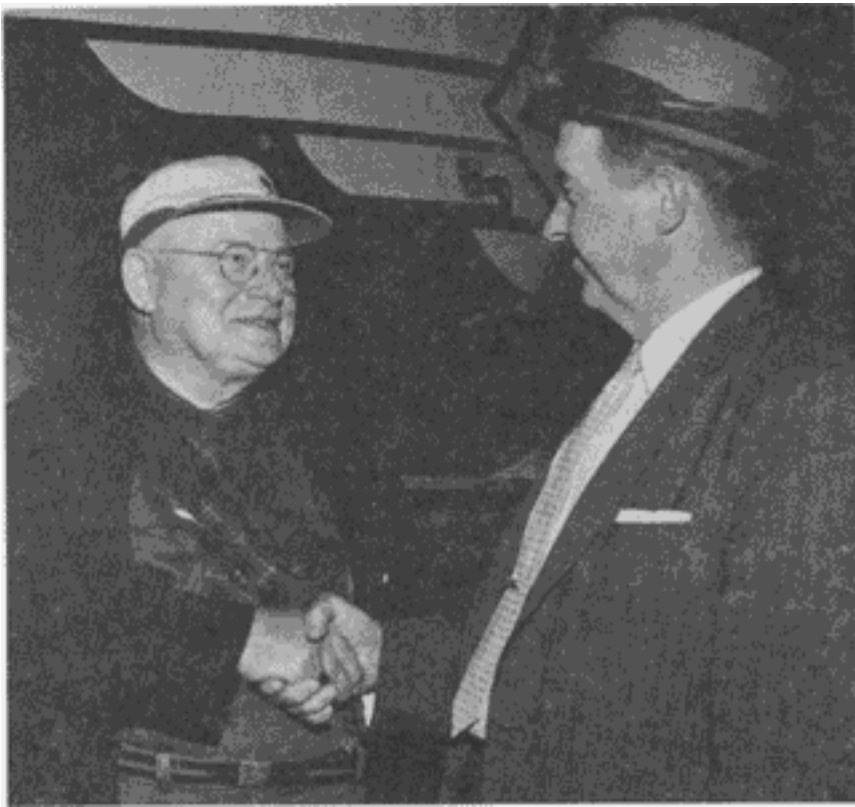
They came from Hoboken, and they came from Chicago; they came from points between . . . the young Veterans, and the younger Veterans. They met at Conneaut Lake Park for the first Veterans outing of the merged Erie-Lackawanna Railroad.



And they huffed and they puffed. And they tooted and tugged. They talked over old times and new times, and they ate and sang and laughed. They played games, and showed off their kids and their kids' kids.

And some of them just took it easy and kinda loafed.

And everyone had a wonderful time.



IRVING A. HOY, Meadville, marked his 70th birthday on Wednesday, July 5, by making his final run as an Erie-Lackawanna passenger engineer. During his 48 years and nine months of service, Hoy was also a fireman and an airbrake instructor and examiner, returning to engine service in December of 1931. Hoy's host of friends up and down the line will remember him as general chairman of the BLE in 1952, and as a former president of the E-L Veterans Association. He and Mrs. Hoy plan to remain in Meadville during his retirement. Their home is at 790 Kennedy Street. Shown with Mr. Hoy is Francis V. Huff, road foreman of engines, who made the final run with Irving.

Courtesy Nets Honorary Title For Policeman



HAROLD J. LILIENTHAL, patrolman at Hoboken, is now an honorary Mayor of North Tonawanda, New York. The title was conferred upon him by Mayor Myles W. Joyce, a frequent E-L traveler, in a ceremony recently at police headquarters. Lilienthal received a gold badge of office and a certificate of his new honor.

P. M. Shoemaker Elected Chairman to Succeed H. W. Von Willer

With the retirement of Harry W. Von Willer as Chairman of the Board of the Erie-Lackawanna Railroad Company, as reported elsewhere in this issue, Perry M. Shoemaker was elected to that post at the July 25 directors' meeting to become effective September 1. The position of Vice Chairman of the Board previously held by Mr. Shoemaker has been abolished. In making the announcement, the Board indicated that Milton G. McInnes will continue as President and Chief Executive Officer, the position to which he was elected last November shortly after the merger between the Erie Railroad and the Delaware, Lackawanna and Western Railroad became effective. Mr. Von Willer will continue to serve the company as a member of the Board of Directors.

Retirements

NAME	TITLE	LOCATION	DATE	YEARS SERVICE
John F. Aepli	Trackman	Narrowsburg, N.Y.	6-26-61	26
John R. Ahlers	Chief Clerk	Jersey City, N.J.	6-30-61	51
Walter F. Allenbacker	Carman	Susquehanna, Pa.	6- 2-61	41
Hazel H. Artsavage	Clerk	Scranton, Pa.	6-16-61	40
Edwin O. Baker	Engineer	Port Jervis, N. Y.	6-30-61	45
Fred R. Bamer	Locomotive Engineer	East Buffalo, N. Y.	5-31-61	45
John M. Bauerlein	Chief Accountant	New York, N.Y.	3-31-61	44
William Benner	Machinist	Jersey City, N. J.	6-80-61	46
William A. Bier	Cashier's Clerk	Jersey City, N.J.	7-31-61	44
William G. Biggs	Engineer	East Buffalo, N. Y.	5-14-61	37
Guy Bishop	Electrician	Summit, N.J.	6-28-61	31
Richard J. Broughton	Machinist Helper	Jersey City, N. J.	7-14-61	35
Clarence S. Buck	Accountant	Hornell, N.Y.	6-23-61	41
John Calhoun	Engineer	Hoboken, N.J.	5-24-61	41
Frank Canfield, Jr.	Switchman	Port Morris, N.J.	6- 7-61	38
Carmine Caputo	Crossing Watchman	Silver Lake, N.J.	7-12-61	34
Clarence A. Carlson	Chief Clerk	Jamestown, N.Y.	5-16-61	46
Edward G. Clancy	Asst. Cashier-Claim Clerk	Hornell, N.Y.	7-12-61	36
Mary M. Coleman	Westbound Desk Clerk	East Buffalo, N. Y.	4-30-61	43
Thomas J. Condon	Engineer	Syracuse, N.Y.	7-31-61	48
Thomas J. Connolly	Coach Cleaner	Hoboken, N.J.	6-16-61	40
Regina C. Conroy	Over, Short & Damage Clerk	Scranton, Pa.	5-16-61	44
James J. Dalton	Mail Handler	Elmira, N. Y.	7-28-61	36
Florence L. Davey	Freight Claims Clerk	Scranton, Pa.	6-12-61	44
Vaughn N. Davis	Traveling Auditor	Scranton, Pa.	6-30-61	51
Frank DeLuca	Laborer	Jersey City, N.J.	7-14-61	39
Richard W. Ebert	General Yardmaster	Hoboken, N. J.	6-36-61	49
John I. Edwards	Clerk	Goshen, N.Y.	6-30-61	49
Kenneth Engroff	Accountant	Jersey City, N.Y.	5-31-61	44
Samuel J. Esler	Gen. Journal Clerk	New York, N.Y.	6- 9-61	41
Philip F. Faure	General Bookkeeper	New York, N.Y.	3-31-61	44
John Fesh	Laborer	Scranton, Pa.	6- 2-61	22
Paul R. Fisher	Crossing Watchman	Kent, O.	7-21-61	44
Harry A. Foltz	Engineer	Marion, O.	6-30-61	50
Dominick S. Frost	Section Foreman	Leavittsburg, O.	6-27-61	34
Jacob E. Gibbs	Air Brake Rackman	Marion, O.	6-30-61	24
Harry J. Giblin	Extra Clerk	New York, N.Y.	6-14-61	40
Carmine Goglia	Trackman	Hoboken, N. J.	7-27-61	23
Marlin H. Greenfield	Conductor	Hornell, N. Y.	6-30-61	44
Roy B. Grimes	Ticket Agent	Scranton, Pa.	6-30-61	48

(Please turn to page 13)

Kent Yard Conductor Boards Horses On 34-Acre Ohio Farm Wife Helps Year-Round Project

"Triple T Farms -- Horses Boarded" is the sign passers-by see on the neatly painted barns of Ed Tuttle, yard conductor at Kent, Ohio, Ed has worked for the former Erie Railroad for over 37 years. Four years ago he decided he had to get out in the country to live and get some kind of a hobby started.

Always a lover of animals, and especially horses, he and Mrs. Tuttle bought a 34 acre farm on Summit Road near Ravenna, Ohio. They completely remodeled the house and converted the barn into a motel for horses.

Needless to say Ed has customers the year around. During the winter months all ten stalls are

filled. His "guests" consume 1500 to 1800 bales of hay, 500 bales of straw and three tons of oats during the year.

"Sure it takes a lot of work, but the most credit goes to my wife, Sue" was the reply when asked how he was able to get everything done. Mrs. Tuttle, being an accomplished horsewoman herself, does most of the feeding, grooming and exercising. Of course Sue has her own favorite horse, a beauty standing 15-1/2 hands high, is seven years old and goes by the name of "Tennessee Earnie."

The Tuttle's have one daughter, three sons and eight grandchildren. They are happy as can be with their new-found hobby.



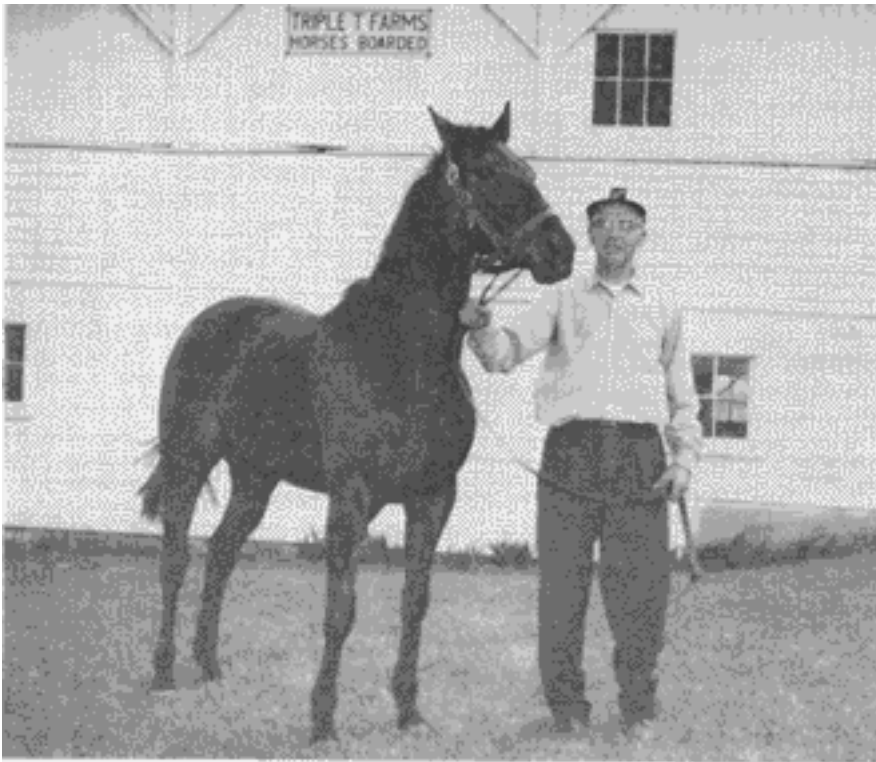
FLYNN grin keeps Hoboken happy.

Flynn Rides Herd on Hoboken Terminal

Frank J. Flynn began his railroad career back in 1943 as a messenger for the Lackawanna. Now, as Terminal Mail and Station Supervisor at Hoboken, he is responsible for the proper handling of mail, the daily activities of ticket clerks, the Stationmaster, and gatemen; he supervises the on-time performance of trains, and he must care for the needs of the traveling public. These are duties that face all station supervisors, but Flynn's traveling "public" has frequently gone beyond the realm of what is normal, and we could probably add "zookeeper" to his list of other duties.

One day recently Frank looked out of his office window to find himself staring into the eyes of six not-so-friendly lions. The lions were being shipped to Ashtabula, Ohio, where they were to become a part of an act in the John Mills Circus. It was Frank's responsibility to see that they got there. The fact that they were caged was small comfort when he found out that they had just been unloaded

(Turn the page, please)



ED TUTTLE shows one of his "star boarders."

The Association of American Railroads has announced that Erie-Lackawanna's W. J. Manning, Assistant Comptroller-Revenues, has been appointed Chairman of the Committee on Freight Accounts of the Accounting Division, A.A.R., for the 1961-62 term. As Chairman, Mr. Manning says that his committee will be concerned with the "promulgation of rules for the orderly processing of accounts between carriers in the United States and Canada." The 25-man committee, representing a cross section of all Canadian and American roads, will hold its first meeting in Cleveland on October 17, 18, and 19.

Push-Button Yard

(Story begins on page 5)

retarders. The speed of the ear will be automatically regulated by radar. An electronic computer will calculate the distance the ear must travel, the curvature of the track, the weight of the ear itself, and the velocity and direction of the wind so that each ear will roll into the classification track at the proper speed. Under normal operating conditions, the tower operator will only be required to push buttons to dispatch ears to their proper tracks.

Each of the 49 classification tracks will be about a mile long, and will fan out from six lead tracks coming off the main hump track.

Arriving at the electronic yard on the eight eastbound receiving tracks, or the three westbound receiving tracks, freight ears will be switched into various groupings according to east- or westbound destinations, and will leave the yard on three departure tracks and two running tracks.

Automatic classification will **not** be the only accomplishment of the new yard, however. As the cars enter the yard, Videograph scanners, a type of television camera, will check and record them, printing a "picture" of each car on a paper tape for permanent record. Then, while the cars are moving, a giant electronic track scale will weigh them and automatically make a record of the information.

An extensive system of communications will be required to enable yard personnel to maintain contact with each other throughout the huge facility. Plans call for the installation of at least 80 private line dial telephones. Essential points will also be linked with two-way teletype and radio systems.

Pneumatic tube lines between various buildings and several yard locations will make possible the immediate delivery of waybills from incoming trains to the main yard office.

Radiotelephone systems utilizing pocket-size receivers and transmitters known as "handy-talkie" units will be provided for instant communication for carmen working

throughout the yard. Crews of the locomotives operating in the area will use train radio.

Six independent networks of loudspeaker inter-communication systems, commonly called "talk-backs," will be provided, with a total of 170 talk-back speakers. These will be strategically located for quick exchange of information between the yard men and the supervisors.

Through a unique electronic-beam system, the retarder operator will be able to send a signal to the cab of a selected yard locomotive. The signal will not be received by any other locomotive operating in the yard.

A network of driveways is planned for vehicular access to all portions of the yard. For night operations there will be 17 flood light towers strategically located throughout the yard area.

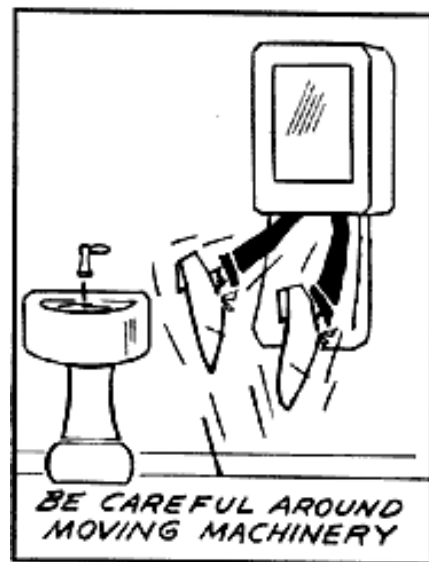
Even Buffalo's winters, notorious for their effect upon surface transportation, have been taken into consideration. The 210 switches in the yard tracks will be equipped with electrically-heated de-icers. The tower operator will have a huge, lighted panel to show him which units are melting ice.

The latest electronic accounting machines, I.B.M. key-punch cards, and perforated tapes for transmitting car reports by teletype will help to control the traffic in a yard designed to process 3,000 cars a day. The yard tracks will have the capacity to hold 4,732 cars.

Erie-Lackawanna customers whose shipments go through this important gateway will know that their goods are being given the safest, most efficient railroad handling possible.

The Erie-Lackawanna operation at Buffalo will be the very latest in electronically-controlled yards. It will give us further cause for pride in our road, and further proof of the fact that E-L is looking ahead and building for the future.

We met a fellow recently who says that Columbus would have made a fine 20th century politician: When he started out, he didn't know where he was going;



Flynn • • •

(Story begins on page 11)

from a freighter and had not been fed for three days. Other times the Supervisor has found himself temporarily responsible for the well-being of several carloads of wild horses, Alaskan sled dogs, and assorted fauna down to and including baby chicks and white mice.

Day in and day out, however, his biggest job is caring for the always-demanding, and frequently-strange needs of the 40 thousand commuters who daily pass through his terminal.

During one snow storm last winter, Flynn worked a seemingly-endless seven-day stretch with almost no sleep, and last year's hurricane Donna helped him to establish a new kind of piggy-back service for E-L. Flood waters had stranded passengers on benches in the waiting room, and the less daring were carried go their waiting trains by Flynn and some of his men..

It takes an easy-going and understanding nature to keep things moving smoothly in a job that can run the gamut from serene to hectic in a matter of minutes. We'll bet that Flynn's good Irish grin has a lot to do with keeping things rolling at Hoboken.

when he got there, he didn't know where he was; when he got back, he didn't know where he'd been; and he did it all on someone else's money!



FOR THE FOURTH consecutive year, the Erie-Lackawanna Railroad received a special citation from the U. S. Public Health Service for excellence in sanitation of all its dining cars. Presentation was made to Milton G. McInnes, President, at a luncheon in the Sheraton-Cleveland Hotel on Wednesday, July 26. Shown above, L. to R., are: George Carley, Asst. Chief, General Engineering Programs, U.S.P.H.S., Washington; Z. D. Harrison, St. Sanitary Engineer, U.S.P.H.S., Chicago; J. R. Meredith, Superintendent, E-L Dining Car Department, Hoboken; Richard S. Mark, Regional Program Director for Engineering Activities, U.S.P.H.S., New York, who made the presentation; and Paul Resnick, Sanitation Specialist, U.S.P.H.S., New York. The luncheon was attended by officers of the company, and by members of the press, radio and television news services.

Golf ● ● ●

(Story begins on page 6)

Here are the top twenty

low gross scores:

LOW GROSS

J. Lucas	70	W. Balik	80
T. Hildreth	71	C. Shoemaker ...	81
W. Carlson	72	P. Vitale	81
D. Schoonmaker..	74	W. Busch	82
M. Arlington	75	D. Kiestler	82
D. Miller	76	C. Briggs	83
R. Costa	76	T. Yassell	83
H. Herendeen ...	78	A. O'Dowd	84
J. Bauer	78	R. Brooke	85
G. Stanislaw	78	H. McLaughlin ...	85
J. Owens	78	C. Primmer	85
		E. Schneeegas ...	85

A railroad track supervisor was criticized by his superior officer for sending in such lengthy reports. During a flood, a railroad bridge was washed away. Immediately after, the following telegram was received by the boss: "Where the bridge was, the river is."

Retirements

NAME	TITLE	LOCATION	DATE	YEARS SERVICE
Walter J. Harem	Asst. Car Accountant	Scranton, Pa.	6-30-61	50
James J. Harrison	Chief Clerk	Scranton, Pa.	6-30-61	50
Leonard L. Harvey	Boilermaker Helper	Marion, O.	6-13-61	22
Edward Havlicek	District Sales Manager	Omaha, Neb.	8-31-61	37
GUY F. Hazard	Agent-Operator	Cochran, Pa.	7-31-61	46
Jeremiah J. Healy	Stower	Jersey City, N.J.	6-12-61	33
Frank X. Homer	Supervisory Clerk	Scranton, Pa.	6-17-61	52
LeRoy J. Hoover	Box Packer	Marion, O.	6-30-61	22
Hazel M. Hotchkin	Clerk-Stenographer	Meadville, Pa.	7-31-61	44
Walter W. House	Photographic Clerk	Cleveland, O.	5-11-61	27
Irving A. Hey	Engineer	Meadville, Pa.	7- 7-61	49
Michael Hudack	Machinist Helper	Scranton, Pa.	5- 2-61	35
Stephen S. Jacobowitz	Clerk	Scranton, Pa.	6-26-61	36
Erik C. Johnsen	Signalman	Secaucus, N. J.	7-21-61	49
Ruth Jones	Clerk	Scranton, Pa.	6-16-61	43
William O. Jones	Chief Clerk	Scranton, Pa.	7-31-61	45
Jetta Jordan	Clerk	Scranton, Pa.	6-16-61	44
James J. Kearney	Chief Clerk	Scranton, Pa.	6-30-61	50
Clayton C. Kenyon	Brakeman	Hoboken, N.J.	6-22-61	36
James A. Keyes	Conductor	Hoboken, N.J.	7-27-61	51
Edward J. Killen	Chief Clerk	Hoboken, N.J.	6-30-61	48
Carl S. Kinback	Superintendent	Hornell, N.Y.	6-30-61	41
Benny J. Kleczkowski	Dockbuilder	Hoboken, N.J.	7- 7-61	25
Pearle N. Koskie	Steno.-Payroll Clerk	Hornell, N.Y.	5-12-61	22
Henry L. Kramer	Conductor	Huntington, Ind.	6-30-61	45
Joseph S. Lamoreaux	Locomotive Engineer	Elmira, N.Y.	4- 4-61	42
Helen L. Langan	Clerk	Scranton, Pa.	6-16-61	44
Mabel L. Lerch	Cashier	Newark, N.J.	5.15-61	43
Montague A. Linderman	Asst. Chief Clerk	Scranton, Pa.	6-16-61	46
Lawrence P. May	Floatman	Hoboken, N.J.	5.31-61	41
Thomas W. McMahon	Chief Clerk	Hoboken, N.J.	6-30-61	51
Edward G. Meehan	Car Cleaner Foreman	Hoboken, N.J.	8-31-61	33
John J. Mickulas	Asst. to Div. Car Foreman	Hammond, Ind.	7-31-61	47
Regina E. Mitchell	Secy. & Timekeeper	Scranton, Pa.	6-30-61	49
Douglas B. Moore	Asst. Valuation Engineer	Hoboken, N.J.	6-30-61	40
Francis D. Morey	Blacksmith Helper	Cleveland, O.	5-31-61	41
Edna M. Morrissey	Accountant-Shop	Scranton, Pa.	7-31-61	45
John C. Morrissey	Road Conductor	Hornell, N. Y.	6-26-61	49
George W. Moser	Tugboat Captain	Jersey City, N.J.	7-12-61	31
Haven D. Mowery	Engineer	Youngstown, O.	6-29-61	34
Joseph A. Mulderig	Spl. Representative	New York, N.Y.	7-31-61	46
Louis Myers	Carman Helper	Meadville, Pa.	6-27-61	39
Joseph H. Nichter	Engineer	East Buffalo, N.Y.	6- 2-61	45
John S. Norris	Engineer	Youngstown, O.	7-19-61	49
Julia G. Palfrey	Asst. Chief Clerk	Scranton, Pa.	6- 2-61	44
Edward D. Parks	Operator	Campbell Hall, N. Y.	6-17-61	50
Edward D. Peterson	Shore Foreman	New York, N.Y.	8-31-61	39
John C. Pieciewicz	Machinist	Scranton, Pa.	7-18-61	39
Wilfred Poppleton	Leading Plumber	Jersey City, N. J.	6-28-61	42
William G. Preston	Ch. Stationary Engineer	Jersey City, N.J.	8-31-61	43
Walter E. Prunoske	Trainman & Ticket Collector	Hornell, N. Y.	5-31-61	45
Cyrus I. Pyle	Carman Helper	Meadville, Pa.	6-30-61	49
Adelaide V. Quinn	Correspondence Clerk	Scranton, Pa.	6-12-61	44
Anna L. Quinn	Personal Steno. to F.C.A.	Scranton, Pa.	6-12-61	44
John R. Quinn	Road & Equipment Acct.	Cleveland, O.	7-31-61	41
Romolo Ranelli	Trackman	Washington, N.J.	7- 3-61	47
Howard J. Rank	Yardmaster	Marion, O.	8-31-61	41
David W. Reese	Agent	Berwick, Pa.	6-30-61	48
Catherine R. Regan	Clerk	Cleveland, O.	6-30-61	45
Carl A. Rettberg	Conductor	Salamanca, N.Y.	6-19-61	45
Blanche M. Richards	Valuation Clerk	Hoboken N.J.	6-30-61	32
Joseph M. Rishel	Rate Clerk-Cashier	Niles, O.	6-24-61	38
W. Hoyt Roberts	Chief Clerk	Cleveland, O.	8-31-61	43
Richard I. Routh	General Foreman	Jersey City, N. J.	8-31-61	45
Ella C. Ryan	Stenographer	Jersey City, N.J.	6-24-61	44
Carl M. Saueracker	Electrician	Hoboken, N.J.	7-24-61	24
Charles F. Savercool	Agent	Binghamton, N.Y.	6-30-61	47
Harold Schmidt	Asst. Foreman	Dunmore, Pa.	7- 7-61	36
Hildegard M. Scholl	Steno. & Ediphone Operator	Scranton, Pa.	6-12-61	44
Otto W. Schumanski	Crossing Watchman	Montclair, N.J.	7-26-61	27
Charles Seebach	Checker	New York, N. Y.	4-24-61	29
Clarence M. Segraves	Staff Engineer	Cleveland, O.	8-31-61	935
Shirley W. Sherwood	Engineer	Hornell, N.Y.	6-30-61	48
Edward N. Smith	Engineer	Port Jervis, N.Y.	6-30-61	54
Ralph B. Smith	Pipefitter	Scranton, Pa.	6- 2-61	38
Earl Spicer	Agent	Cortland, N.Y.	6-30-61	30
Kostanty Stankiewicz	Boilerwasher	Jersey City, N.J.	6- 2-61	39
Pasquale Stella	Box Packer	Susquehanna, Pa.	6-14-61	39
Ward W. Stewart	Wreckmaster	Brier Hill, O.	8-31-61	35
Benjamin R. Stine	Engineer	Marion, O.	6-30-61	49
Elias P. Stockholm	Car Inspector	Attica, N. Y.	7-31-61	37
Lewis M. Terrell	Box Packer	Susquehanna, Pa.	6-14-61	44
William L. Thompson	Clerk	New York, N.Y.	6-12-61	49
Harry S. Trenholm	Track Supervisor	Callicoon, N. Y.	7-15-61	31
Wilbur J. Underwood	Engineer	Meadville, Pa.	5-31-61	45
Frank C. Van Inwegen	Engineer	Hoboken, N.J.	5-31-61	50
Albert Wall	Leading Signalman	Scranton, Pa.	5-24-61	37
Earl F. Warner	Leading Car Inspector	Avoca, Pa.	7-31-61	45
Lee M. Warner	Operator	Elmira, N.Y.	5-31-61	38
Clair M. Wescott	Engineer	Hornell, N.Y.	6-30-61	52
Delbert E. Wescott	Machinist	Hornell, N.Y.	6-16-61	46
Jerome L. West	Clerk	New York, N. Y.	6-16-61	50
Harry G. Wiley	Conductor	Hoboken, N.J.	6-30-61	35
Grace M. Wolever	Clerk	Scranton, Pa.	6-16-61	44
Clair L. Young	Telegraph Operator	Shenango, Pa.	7-18-61	44
Granville T. Youngs	Freight Agent	Hoboken City, N.J.	6-30-61	85

Ticket Agent's Carvings Give Station an Artistic Accent

Pen-Ink Drawings Adorn Office In Short Hills

If the ticket office at the Erie-Lackawanna's Short Hills, N. J., station looks like a branch of an art museum, it is because Thomas McMullen, ticket agent, displays some of the results of his hobby there.

On the desk and counter are dozens of wood carvings and pen-and-ink drawings made by Mr. McMullen, which range from intricate oriental pieces to chess men. He has carved more than 100 pieces from various hard woods, the ideas for which come from National Geographic magazine, his own imagination, or from the shape of the wood.

Mr. McMullen started carving two years ago when he was agent at Berkeley Heights station. A boy asked him to carve a "cow-boy gun." Soon there were other little boys with similar requests, so that before long he had whittled out more than 30 derringers, Colts, Winchesters, and snub-nosed revolvers.

Using a carpenter's utility knife, two gouges, and a 12-piece carving set that cost 99 cents, it takes about two days to carve out a figure and about two months for a chess set.

Favorite Pieces

His favorite, he says, is a winged horse with a man's body. "It's ugly," Mr. McMullen said, "but it's different." His wife, Doris, has a favorite, too, a modernistic antelope. "And since I sweep up the chips, I'm entitled to something," she says.

Other family favorites are a Chinese coolie holding a sickle, which was suggested by the shape of the wood, and a plaque depicting a kingfisher with a fish in its mouth, carved into a lazy susan.

Mr. McMullen first discovered primitive African art in the pages



THOMAS McMULLEN, ticket agent at Short Hills, N. J., and wood-carver extraordinary, puts the finishing touches on one of his statuettes.

of the National Geographic Magazine and alternates this style with Chinese art, which he feels *"is a little harder because of the details in the clothing."* He is now concentrating on animals, particularly horses.

A 12-year-old daughter, Martha, proves she can handle the knife, too. She is now in the process of carving out a chess set and already has carved African heads and Chinese plaques. Tom, his 14-year-old son, is the collector of

his father's work with a complete set of every gun he has carved. Tom is "the student of the family," Mr. McMullen says.

The highest point in the United States reached by railroad using adhesion or smooth rails, rather than cog or rack rails, is at Climax on the Colorado & Southern Railway in Colorado, which is at an elevation of 11,309 feet above sea level.

Losses in the E-L Family

Boy Buff Buys Big Thrill

NAME	OCCUPATION	LOCATION	DATE OF DEATH
*Anderson, Richard (L)	Bargeman	Marine Dept.	3-29-61
*Banning, Monte Clare	Train Dispatcher	Youngstown, O.	6-1-61
*Bondemore, Frederick August (L)	Hostler	Port Morris Enginehouse	4-2-61
*Book, Henry J. (L)	Trainman	Scranton Div.	2-26-61
*Brousalis, George (L)	Coach Cleaner	Hoboken Pass. Car Dept.	6-7-61
*Buckholz, William E. (L)	Engineer	N.Y. Div.	5-27-61
*Budz, Simon (L)	Tinsmith	B&B Dept., Hoboken, N.J.	2-13-61
*Bufis, Frank Paul (L)	Frt. Laborer	Hoboken, N.J.	3-14-61
*Burke, John Edward	Yd. Brakeman	Jersey City, N.J.	5-18-61
*Cain, Edward James (L)	Agent-Operator	West Winfield, N.Y.	4-21-61
*Callane, Achille	Electrician	Jersey City Shop	6-9-61
*Canfield, Francis	Engineer	Susquehanna Div.	6-1-61
*Carter, Edward Paul	Trainman	N.Y. Div.	5-15-61
*Carter, Matthew Vanderson (L)	Waiter	Dining Car Dept.	3-13-61
*Clark, John Thomas (L)	Foreman	Coal Dock, Hoboken, N.J.	2-4-61
*Clemens, Ernest A.	Electrician	Scranton Diesel Shop	5-28-61
*Cockrill, Thomas Nessfield	Operator	N.Y. Div.	3-15-61
*Cot, William Lawrence	Trackman	Delaware Div.	4-27-61
*Corish, Peter J. (L)	Switchman	Scranton Yard	12-21-60
*Danzl, Daniel (L)	Tug Engineer	Marine Dept.	5-20-61
*Davis, George A. (L)	Machinist	Scranton Shop	3-25-61
*Decker, John Edward	Trackman	Delaware Div.	5-1-61
*Dwyer, Leo J. (L)	Operator & Clerk	Syracuse & Utica Branch	3-14-61
*Erickson, David Alexander	Engineer	Susquehanna Div.	4-4-61
*Finnerty, John R. (L)	Trainmaster	Scranton, Pa.	4-4-61
*Flint, Abe (L)	Foreman	Scranton Shop	4-8-61
*Foust, Alvin	Crossing Watchman	Gallon, O.	1-13-61
*Fricke, Henry O. (L)	Storekeeper	Dining Car Dept.	4-24-61
*Catty, Albert Rome	Engineer	N.Y. Div.	6-7-61
*Gazda, Frederick James	Communication Maintainer	Marion Div.	6-4-61
*Gebhardt, John Edgar	Laborer	Jersey City Shop	4-12-61
*Geerinck, Amand George	Chief Clerk	Jersey City Shop	6-23-61
*Gorny, Stanley	Car Inspector	E. Buffalo, N.Y.	6-19-61
*Haibowicz, Joseph	Carpenter	N.Y. Term. Div.	4-17-61
*Harden, James	Janitor	Jersey City, N.J.	12-16-60
*Henry, Edward W. (L)	Ferry Oiler	Marine Dept.	4-9-61
*Hobday, Schenck Way	Lose Engineer	Wyoming Div.	4-5-61
*Hooze, Frederick W. (L)	Engineer	Buffalo Div.	3-11-61
*Iervolino, James	Fire Patrolman	Castile, N.Y.	2-26-61
*Isch, Emil (L)	Yard Helper	Hoboken Yard	1-29-61
*Kelly, Frederick Walter	Engineer	Ken Div.	1-31-61
*Kinnaman, Edgar P. D. (L)	Signalman	Scranton Div.	3-9-61
*Kirkpatrick, Thomas William	Clerk	Aud. of Rev. Dept.	4-26-61
*Lackey, Raymond	Car Inspector	Elmira, N. Y.	6-5-61
*Lowsky, Alexander W. Jr.	Bargeman	Marine Dept.	1-3-61
*Lynch, Frederick R. (L)	Clerk	Syracuse, N. Y.	10-21-60
*Martin, James Patrick (L)	Ironworker	B&B Dept., N. Y. Term. Div.	4-2-61
*Mastronardi, Joseph (L)	Checker	Bmhamton, N.Y.	3-2-61
*Mathes, Walter Sperry	Accountant	Aud. of Rev. Dept.	5-9-61
*McGinn, Roland E. (L)	Yardmaster	Hoboken, N.J.	4-12-61
*McGrath, William Henry	Statistical Clerk	Aud. of Roy. Dept., Cleveland	5-7-61
*McNerney, James J. (L)	Loco. Fireman	Scranton, Pa.	4-27-61
*Melkulock, Louis Rudolph	Station Laborer	Susquehanna, Pa.	6-1-61
*Michinski, Edward William (L)	Machinist	Scranton Diesel Ship	6-19-61
*Miller, Matthew E. (L)	Conductor	N. Y. Div.	5-28-61
*Minotti, Pasquale (L)	Laborer	Buffalo, N. Y.	1-9-61
*Mobley, John C. (L)	Waiter	Dining Car Dept.	5-3-61
*Mullaney, Honorah C. (L)	Clerk	Frt. Claim Dept., Scranton	3-30-61
*Munczenski, Adam Joseph (L)	Machinist	Kingsland Loco. Dept.	4-4-61
*Nelson, Maurice Thomas (L)	Upper Bridgeman-Mall		
*Netahn, John (L)	Handier	Hoboken, N. J.	Unknown
*Newcomb, Thomas Joseph	Leading Moulder Helper	Scranton Loco. Dept.	6-1-61
*Oates, Thomas F. (L)	Running Repair Foreman	Meadville Shop	6-18-61
*Paolella, Joseph	Yard Helper	Hoboken, N.Y.	4-24-61
*Pascarello, Ralph	Asst. Track Foreman	N. Y. Term. Div.	5-19-61
*Pignataro, Charles Anthony	Laborer	Jersey City Shop	12-21-60
*Plant, Daniel W. (L)	Clerk-Operator	N.Y. Div.	6-23-61
*Purtle, John Francis	Agent-Operator	Branchville, N.J.	3-22-61
*Quinn, Philip Leo (L)	Loco. Engineer	Mahoning Div.	6-7-61
*Ridgill, William	Conductor	N.Y. Div.	5-9-61
*Roberts, John D. Sr. (L)	Engineer	N.Y. Div.	6-1-61
*Rogers, William Jay	Crossing Watchman	West Pittston, Pa.	3-19-61
*Ronk, William R. (L)	Carpenter	Hornell Diesel Shop	5-21-61
*Salazzo, John (L)	Tugmaster	Marine Dept.	3-8-61
*Scareske, Frank A. (L)	Crossing Watchman	Oswego, N. Y.	3-17-61
*Schauer, Raymond George	Conductor	Buffalo Div.	2-28-61
*Schmidt, O. James (L)	Pipefitter	Port Jervis, N.Y.	5-29-61
*Schwandt, Erwin Carl	Clerk	Hoboken, N.J.	12-6-60
*Sgalairdich, Michael J. (L)	Yd. Brakeman	E. Buffalo, N.Y.	5-2-61
*Shearer, Albert E. (L)	Fireman	Marine Dept.	Unknown
*Smith, John Nelson	Conductor	Buffalo Div.	2-23-61
*Smith, Stella B.	Rd. Conductor	N.Y. Div.	5-20-61
*Stegman, George Rudolph	Car Cleaner	Jersey City Pass. Car Dept.	5-23-61
*Thomas, Harry (L)	Clerk	Aud. of Rev. Dept., Cleveland	6-3-61
*Van Camp, Leonard (L)	Bridge Maintainer	B&B Dept., Hoboken, N.J.	1-7-61
*Van Zastrow, Leslie E.	Laborer	Portland, Pa.	12-4-60
*Vondrak, Vincent Thomas	Fireman	Syracuse, N.Y.	4-22-61
*Wilson, Roy Charles (L)	Sales Representative	Minneapolis, Minn.	5-16-61
*Winfield, Elmer Herbert	Laborer	Oswego, N.Y.	5-13-61
*Zarsky, Joseph	Ldg. Car Inspector	Susquehanna, Pa.	5-20-61
	Car Repairer	Jersey City Car Dept.	5-19-61

*Retired

Fourteen-year-old Theodore M. Weitz is a railroad buff of the first water. Upon his promotion from the sophomore class to the junior class at Bronx High School of Science in June, he was presented with a gift of \$10.

For the next few weeks he scanned timetables and fare schedules of railroads to find the longest trip he could take within his \$10 limit. He came up with a ride from Hoboken to Binghamton via Erie-Lackawanna's No. 1, and returning via No. 8--each of which follows a different route.

Did he stay within the \$10 limit? By taking advantage of the mid-week round-trip fare, his ticket cost him \$9.96.



From Hoboken to Stroudsburg, Theodore Weitz rode in the cab of No. 1 with Engineer Otto Geyer.

Howard Devoid, rate clerk in the Pier 7 office, New York, has been recently honored by the Academy of Advanced Traffic. Upon completion of a two-year course in traffic management, Mr. Devoid won first prize for his term paper, "Cost of Service vs. Value of Service-Considerations in Ratemaking."

Refrigerated trailers moving between Chicago and New York via the new T.O.F.C. -- Erie-Lackawanna Railroad piggyback service, will receive refrigeration inspection and service enroute at Stony Point, Pa., near Meadville. The maintenance point is approximately half way be-

tween the newly-built western and eastern piggyback terminals.

Through a special agreement, the trailer refrigeration maintenance and inspection will be performed by the Thermo King Corp., Minneapolis. The organization will check on the mechanical refrigeration

units of the trailers at Chicago, Stony Point, and Croxton Yards to assure safe delivery of the perishable contents.

The inspection will include trailers shipped by the T.O.F.C. member motor carriers, non-member carriers, and those of individual shippers.

ERIE-LACKAWANNA RAILROAD

MAGAZINE

Midland Building
Cleveland 15, Ohio

RETURN POSTAGE GUARANTEED

BULK RATE

U. S. POSTAGE

PAID

Cleveland, Ohio
Permit No. 1605

I WANT A BOSS

I want a boss who wants me to work for him...

A boss who helps me to get acquainted with my job...

A boss who explains just what I am expected to do...

**A boss who tells me frequently how I am getting along and helps me
improve...**

A boss who takes a personal interest in me and my problems . . .

A boss who listens to my ideas and respects my opinions...

A boss who stands up for me when I am right...

A boss who tells me about changes before they are made

A boss who treats me as if I were something more than a servant . . .

A boss who has confidence in me and lets me know it.

*I would work my heart out for a boss like that--and so would your.
But most of all--so will the people who are working for you.*

Erie-Lackawanna *Railroad Company*
The Friendly Service Route

